



"Dan Little"  
<dlittle@co.shasta.ca.us>

07/27/2005 10:19 AM

To: "Rachel Falsetti \ (E-mail)" <rachel\_falsetti@dot.ca.gov>  
cc: "Richard Somers \ (E-mail)" <Richard\_F\_Somers@dot.ca.gov>, "Debbie Pedersen \ (E-mail)" <deborah.pedersen@dot.ca.gov>, "Wendy Lonnerberg \ (E-mail)" <wendy\_lonnerberg@dot.ca.gov>  
Subject: FTIP Amendment #4

Rachel Falsetti -

Amendment #4 to the Shasta County FTIP was approved by our Agency July 19th, 2005, and is now approved in CTIPs. Amendment #4 adds a \$20.3 million SHOPP emergency bridge habilitation project.

Supporting information is attached: The public notice, staff report with approving resolution, and revised financial summary showing fiscal constraint.

Please accept this as our electric submittal of FTIP Amendment #4 for approval by FHWA. Feel free to call with any questions.

Sincerely,

Dan Little, AICP  
Senior Transportation Planner  
Shasta County Regional Transportation Planning Agency  
1855 Placer Street  
Redding, CA 96001  
Phone 530-245-6819  
Fax 530-225-5667  
<http://www.scrtpa.org>



2004 FTIP Sec 4 Financial Rev Vs Pgr Staff Report and Resolution.p rtpa legal.pdf

*On hold awaiting approval into the SHOPP*

REPORT TO SHASTA COUNTY RTPA

SUBJECT		MEETING DATE	ITEM NUMBER
Amendment #4 to the 2004 Federal Transportation Improvement Program (FTIP)		7/26/05	4

RECOMMENDATION

It is recommended that the Agency:

- (1) Hold a public hearing and take testimony on Amendment #4 to the 2004 Federal Transportation Improvement Program (FTIP); and
- (2) Adopt Resolution No. 05-10 approving Amendment #4 to the 2004 FTIP.

SUMMARY

An amendment to the 2004 FTIP has been prepared for consideration by the Agency in conformance with Federal regulations. A public hearing is required prior to approval.

DISCUSSION

Transportation projects in Shasta County receiving Federal funds must be included in the FTIP. This includes City, County, Caltrans, and RABA projects. The RTPA has little discretion to change project selection and priorities; most are set by the delivering agencies subject to Federal funding constraints. Despite having little discretion over federally funded projects, the Agency is obligated to adopt and maintain Shasta County's FTIP.

The purpose of this amendment is to program additional Federal funds for the following:

- Highway Bridge Replacement and Rehabilitation (HBRR) Program - Lump Sum: Caltrans has added an emergency State Highway Operation and Protection Program (SHOPP) to rehabilitate the deck of the Pit River Bridge (Interstate 5 over Shasta Lake near Bridge Bay). Project information is attached. The FTIP combines all but two Shasta County bridge replacement/rehabilitation projects (Cypress Avenue and Airport Road over the Sacramento River) into one, lump-sum item. This amendment will add \$20.3 million in HBRR funds in Fiscal Year (FY) 04/05.

Pursuant to the Agency's Public Involvement Procedures, a public hearing is required to amend the FTIP.

ALTERNATIVES

The Agency could decide not to amend the FTIP. This is not recommended since it would result in the withholding of Federal funds for the above project.

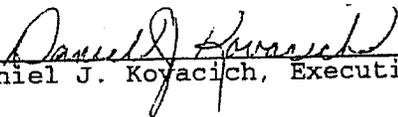
OTHER AGENCY INVOLVEMENT

This amendment has been coordinated with Caltrans. Upon approval by the Agency, the Federal Highway Administration (FHWA) must approve the FTIP amendment. The Technical Advisory Committee (TAC) concurs with the staff recommendation.

FTIP Amend #4  
July 26, 2005  
Page 2

FINANCING

This amendment is intended to make the FTIP consistent with increased Federal funds expected to be available over the three-year life of the program.

  
\_\_\_\_\_  
Daniel J. Koyacich, Executive Officer

DSL/jac

- Attachments:
1. Project Information
  2. Resolution 05-10
  3. FTIP Amendment #4

**PIT RIVER BRIDGE**  
**INTERIM EMERGENCY REPAIR**  
**SHA-5-R28.14**  
**02-3C1400**

The Office of Structures Maintenance and Investigations (SM&I) completed a field investigation and analysis of the findings of the special deck investigation performed in June 2005 Br#06-0021, Pit River BOH, 02-Sha-05-R28.14. This structure is shared with the Union Pacific Railroad; Interstate 5 is aligned over the railroad.

In brief, the deck is in a state of widespread incipient structural failure. Local punch failures (holes) are occurring and can be expected to continue to occur at any time. The incidence of failures can be expected to increase over the course of the next several months, and significant increases can be expected over the coming winter season. Because of the critical nature of this structure to mobility and commerce in the Western United States, the Office of Structures Maintenance and Investigations considers this situation to be an emergency.

At this time, no operational restrictions are required. However, if localized failures escalate beyond the ability to manage them with conventional local repair methods, then operational restrictions including, permanent lane closures permanent speed reductions and/or permanent load restrictions may be required.

This project is an attempt to prolong the service life of the existing deck until replacement can be completed, an interim emergency project to place a protective structure between the highway and railroad, treat the deck with methacrylate resin. This project should begin this summer or fall.

RESOLUTION NO. 05-10  
ADOPTING AMENDMENT #4 TO THE 2004  
FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM  
FOR SHASTA COUNTY

WHEREAS, Title 23 USC Sec. 134 (H) directs each Metropolitan Planning Organization (MPO) to develop a Federal Transportation Improvement Program (FTIP) every two years and to include a three-year priority list of all Federally funded projects; and

WHEREAS, in order to qualify for certain types of federal funding, projects must be included in a Federal Transportation Improvement Program approved by the Regional Transportation Planning Agency; and

WHEREAS, the Streets and Highways Code Section 182.6(e) and Section 182.7(d) directs each MPO to submit the updated FTIP to the California Department of Transportation by August 1, on even numbered years; and

WHEREAS, the 2004 (FTIP) was adopted the 27th day of July, 2004, by the Shasta County Regional Transportation Planning Agency in accordance with Federal planning regulations; and

WHEREAS, an amendment to the 2004 FTIP is needed to reflect recent or anticipated changes to the State Highway Operation and Protection Program (SHOPP) Program; and

WHEREAS, the amendment has been reviewed and is consistent with the Regional Transportation Plan and is recommended for inclusion in the Shasta County FTIP; and

WHEREAS, an updated list of individual projects constituting lump sum categories is on file with the Shasta County RTPA; and

WHEREAS, the 2004 FTIP remains financially constrained as these requirements apply to Shasta County, which is in conformance with Federal air quality standards.

NOW, THEREFORE, BE IT RESOLVED that the 2004 Shasta County Federal Transportation Improvement Program is hereby amended, as shown in Attachment #4 this 26th day of July 2005, by the Shasta County Regional Transportation Planning Agency.



Glenn Hawes, Chairman  
Shasta County Regional  
Transportation Planning Agency

**Shasta County RTPA - Federal Transportation Improvement Program**  
**(Dollars in Whole)**  
**Local Highway System**

DIST: 02	COUNTY: Shasta County	TITLE (DESCRIPTION): Lump Sum: Bridge Replacements (Various locations throughout Shasta County on Local and State systems - Replace and rehabilitate bridges with no increase in capacity (lump sum) )	MPO Aprv: //
ROUTE:	PM:		State Aprv: //
PPNO:	KP:		Federal Aprv: //
EA:	MPO ID: BRDGE-LUM		
CTIPS ID: 211-0000-0037			
IMPLEMENTING AGENCY: Various Agencies		PRJ MGR: DAN LITTLE	EPA TABLE II or III EXEMPT CATEGORY: Non capacity widening or bridge reconstruction.
		PHONE: (530) 245-6819	

**PROJECT VERSION HISTORY (Printed Version Is Shaded)**

Version	Status	Official Date	Updated By	Change Reason	Amend No.	Prog Con	Prog RW	PE
4	Active	07/14/2005	DLITTLE	Amendment - Cost/Scope/Sch. Change	4	271,297,000		
3	Official	04/26/2005	DLITTLE	Amendment - Cost/Scope/Sch. Change	3	250,997,000		
2	Official	02/22/2005	DLITTLE	Amendment - Cost/Scope/Sch. Change	2	250,631,000		
1	Official	07/27/2004	DLITTLE	Adoption - New Project		247,408,000		

		PRIOR	04/05	05/06	06/07	07/08	08/09	09/10	BEYOND	TOTAL
• Fund Source 1 of 5	PE									
• Fund Type: Local Transportation Funds	RW									
• Funding Agency: Various Agencies	CON		2,000,000	2,000,000	2,000,000					6,000,000
	TOTAL		2,000,000	2,000,000	2,000,000					6,000,000
• Fund Source 2 of 5	PE									
• Fund Type: Bridge-Local (HBRR)	RW					1,852,000				6,149,000
• Funding Agency: Various Agencies	CON		2,827,000	1,470,000						6,149,000
	TOTAL		2,827,000	1,470,000		1,852,000				6,149,000
• Fund Source 3 of 5	PE									
• Fund Type: Bridge - State (HBRR)	RW									
• Funding Agency: Caltrans	CON		20,300,000			210,886,000				231,186,000
	TOTAL		20,300,000			210,886,000				231,186,000
• Fund Source 4 of 5	PE									
• Fund Type: State Cash	RW					27,322,000				27,322,000
• Funding Agency: Caltrans	CON									27,322,000
	TOTAL					27,322,000				27,322,000
• Fund Source 5 of 5	PE									
• Fund Type: State Cash	RW									
• Funding Agency: Various Agencies	CON		350,000	290,000						640,000
	TOTAL		350,000	290,000						640,000
<b>Project Total</b>		<b>PRIOR</b>	<b>04/05</b>	<b>05/06</b>	<b>06/07</b>	<b>07/08</b>	<b>08/09</b>	<b>09/10</b>	<b>BEYOND</b>	<b>TOTAL</b>
	PE									
	RW									
	CON		25,477,000	3,760,000	2,000,000	240,060,000				271,297,000
	TOTAL		25,477,000	3,760,000	2,000,000	240,060,000				271,297,000

**Comments:**

\*\*\*\*\* Version 4 - 07/14/2005 \*\*\*\*\*  
 Caltrans rehab. project added in 04/05 for \$20.3 million. Project will be authorized under an Emergency Allocation.  
 \*\*\*\*\* Version 3 - 04/18/2005 \*\*\*\*\*  
 Amended per CT 4/12/2005 required HBRR list.  
 \*\*\*\*\* Version 2 - 02/03/2005 \*\*\*\*\*  
 HBRR funds added to biennial element per CT financial constraint  
 \*\*\*\*\* Version 1 - 06/23/2004 \*\*\*\*\*  
 Placed in FTIP with local funds and HBRR in out-years in the event of advance construction opportunities (use of local funds in advance of Federal reimbursement).  
 Projects are consistent with 40 CFR part 93.126, 127, 128 exempt tables 2 & 3

PUBLIC NOTICE  
SHASTA COUNTY  
REGIONAL TRANSPORTATION PLANNING AGENCY

NOTICE OF  
PUBLIC HEARING

The Shasta County Regional Transportation Planning Agency (RTPA) will hold a regularly scheduled meeting on Tuesday, July 26, 2005 at 4:00 p.m., at the Shasta County Board Chambers, 1450 Court Street, Suite 263, Redding, California. The agenda includes consent and regular items. The consent calendar will include consideration of 1) the RTPA meeting schedule through July 2006; 2) Letter of support for Caltrans planning grant.

The Regular Calendar will include consideration of 1) Amendment #4 to the 2004 Federal Transportation Improvement Program (FTIP) (Public Hearing); 2) Amendment #1 to the 2005/2006 Overall Work Program (OWP) (Public Hearing); 3) Redding Area Bus Authority (RABA) request for temporary farebox reduction; 4) Actions to generate additional funding for transportation; 5) Receive a presentation from RTPA staff on the RTPA Website; 6) Presentation by Caltrans regarding State Highway Operation and Protection Program (SHOPP) projects in Shasta County.

DANIEL J. KOVACICH  
Executive Officer  
Shasta County Regional  
Transportation Planning Agency  
1855 Placer Street  
Redding, CA 96001  
(530) 225-5661

**SCRTPA - Shasta County Regional Transportation Planning Agency**

(\$1,000s)

Revenue versus Programmed	2004/05	2005/06	2006/07	TOTAL
<b>State and Federal Revenues</b>				
STIP (Fund Estimate)				
Regional - RTIP	\$0	\$0	\$0	\$0
Regional - TE	\$0	\$0	\$0	\$0
Interregional - ITIP	\$0	\$0	\$0	\$0
Interregional - TE	\$0	\$0	\$0	\$0
SHOPP (Fund Estimate)	\$0	\$0	\$0	\$0
<b>Local Assistance (Fund Estimate)</b>				
CMAQ				
RSTP				
HBRR	\$0	\$0	\$0	\$0
HES/SR2S	\$0	\$0	\$0	\$0
<b>Other Federal Highway Funds</b>				
Federal Lands Highway Program	\$0	\$0	\$0	\$0
Bridge Discretionary Program				
NCPD Program/Borders/Corridors Program				
Recreational Trails Program				
TCSP				
Ferry Boat Discretionary				
National Scenic Byways				
High Priority/Demo Projects				
Emergency Relief Program	\$0	\$0	\$0	\$0
Other (Rail Crossings)				
<b>Federal Transit Funds</b>				
3037 - JARC				
5307 - Urbanized Area Formula	\$0	\$0	\$0	\$0
5308 - Clean Fuel				
5309(a) - Fixed Guideway				
5309(b) - New Starts				
5309(c) - Bus Allocation				
53010 - Elderly and Disabled	\$0	\$0	\$0	\$0
53011 - Nonurbanized Area Formula	\$0	\$0	\$0	\$0
<b>Non-Title 23/FTA Federal Funds (Describe)</b>				
<b>Other State Transportation Funds</b>				
TCRP	\$0	\$0	\$0	\$0
Other (RSTP Exchange)	\$1,683	\$1,548	\$1,751	\$4,982
<b>Local Revenues</b>				
<b>Local Transportation Funds</b>				
Transportation Sales Tax				
Transit Fares	\$641	\$720	\$749	\$2,110
<b>Local Transportation Funds</b>				
Dedicated Traffic Fees/Revenues	\$4,541	\$2,454	\$7,452	\$14,447
Other (TDA)	\$2,838	\$4,263	\$4,694	\$11,795

**NOTES**

1. Federal Land Highway program includes:

- Indian Reservation Roads
- NPS Parkways And Park Roads
- F&WS Refuge Roads
- Public Lands Highways
  - Forest Highways
  - PLH Discretionary

2. For additional information on this program, visit <http://www.fhwa.dot.gov/programadmin/covert21.htm>>

3. For additional information on this program, visit [http://www.fta.dot.gov/4187\\_ENG\\_HTML.htm](http://www.fta.dot.gov/4187_ENG_HTML.htm)

**SCRTPA - Shasta County Regional Transportation Planning Agency**

(\$1,000s)

<b>Programmed</b>	<b>2004/05</b>	<b>2005/06</b>	<b>2006/07</b>	<b>TOTAL</b>
<b>State and Federal Revenues</b>				
STIP (Fund Estimate)				
Regional - RTIP	\$525	\$7,449	\$1,658	\$9,632
Regional - TE	\$325	\$430	\$1,730	\$2,485
Interregional - ITIP		\$314		\$314
Interregional - TE		\$230		\$230
SHOPP (Fund Estimate)	\$74,988	\$55,872	\$18,020	\$148,880
<b>Local Assistance (Fund Estimate)</b>				
CMAQ				\$0
RSTP				\$0
HBRR	\$4,647	\$1,790	\$40,184	\$46,621
HES/SR2S	\$1,478	\$280		\$1,758
<b>Other Federal Highway Funds</b>				
Federal Lands Highway Program	\$5	\$5	\$5	\$15
Bridge Discretionary Program				\$0
NCPD Program/Borders/Corridors Program				\$0
Recreational Trails Program				\$0
TCSP				\$0
Ferry Boat Discretionary				\$0
National Scenic Byways				\$0
High Priority/Demo Projects				\$0
Emergency Relief Program	\$100	\$100	\$100	\$300
Other (Rail Crossings)	\$1,283			\$1,283
<b>Federal Transit Funds</b>				
3037 - JARC				\$0
5307 - Urbanized Area Formula	\$1,822	\$1,446	\$301	\$3,569
5308 - Clean Fuel				\$0
5309(a) - Fixed Guideway				\$0
5309(b) - New Starts				\$0
5309(c) - Bus Allocation				\$0
53010 - Elderly and Disabled	\$150		\$150	\$300
53011 - Nonurbanized Area Formula	\$100	\$100	\$100	\$300
<b>Non-Title 23/FTA Federal Funds (Describe)</b>				
				\$0
<b>Other State Transportation Funds</b>				
TCRP			\$2,175	\$2,175
Other (RSTP Exchange)		\$169		\$169
<b>Local Revenues</b>				
<b>Local Transportation Funds</b>				
Transportation Sales Tax				\$0
Transit Fares				\$0
<b>Local Transportation Funds</b>				
Dedicated Traffic Fees/Revenues	\$4,555	\$16,034	\$6,585	\$27,174
Other (TDA)	\$3,530	\$3,592	\$3,868	\$10,990
<b>Total</b>	<b>\$93,508</b>	<b>\$87,811</b>	<b>\$74,876</b>	<b>\$256,195</b>

**NOTES**

1. Federal Land Highway program includes:

- Indian Reservation Roads
- NPS Parkways And Park Roads
- F&WS Refuge Roads
- Public Lands Highways
- Forest Highways
- PLH Discretionary

2. For additional information on this program, visit <http://www.fhwa.dot.gov/programadmin/covert21.htm>>

3. For additional information on this program, visit [http://www.fta.dot.gov/4187\\_ENG\\_HTML.htm](http://www.fta.dot.gov/4187_ENG_HTML.htm)

**SCRTPA - Shasta County Regional Transportation Planning Agency**

(\$1,000s)

<b>Revenue</b>	<b>2004/05</b>	<b>2005/06</b>	<b>2006/07</b>	<b>TOTAL</b>
<b>State and Federal Revenues</b>				
<b>STIP (Fund Estimate)</b>				
<b>Regional - RTIP</b>	\$525	\$7,449	\$1,658	\$9,632
<b>Regional - TE</b>	\$325	\$430	\$1,730	\$2,485
<b>Interregional - ITIP</b>		\$314		\$314
<b>Interregional - TE</b>		\$230		\$230
<b>SHOPP (Fund Estimate)</b>	\$74,988	\$55,872	\$18,020	\$148,880
<b>Local Assistance (Fund Estimate)</b>				
<b>CMAQ</b>				\$0
<b>RSTP</b>				\$0
<b>HBRR</b>	\$4,647	\$1,790	\$40,184	\$46,621
<b>HES/SR2S</b>	\$1,478	\$280		\$1,758
<b>Other Federal Highway Funds</b>				
Federal Lands Highway Program	\$5	\$5	\$5	\$15
Bridge Discretionary Program				\$0
NCPD Program/Borders/Corridors Program				\$0
Recreational Trails Program				\$0
TCSP				\$0
Ferry Boat Discretionary				\$0
National Scenic Byways				\$0
High Priority/Demo Projects				\$0
Emergency Relief Program	\$100	\$100	\$100	\$300
Other (Rail Crossings)	\$1,283			\$1,283
<b>Federal Transit Funds</b>				
3037 - JARC				\$0
5307 - Urbanized Area Formula	\$1,822	\$1,446	\$301	\$3,569
5308 - Clean Fuel				\$0
5309(a) - Fixed Guideway				\$0
5309(b) - New Starts				\$0
5309(c) - Bus Allocation				\$0
53010 - Elderly and Disabled	\$150		\$150	\$300
53011 - Nonurbanized Area Formula	\$100	\$100	\$100	\$300
<b>Non-Title 23/FTA Federal Funds (Describe)</b>				
				\$0
<b>Other State Transportation Funds</b>				
<b>TCRP</b>			\$2,175	\$2,175
<b>Other (RSTP Exchange)</b>	\$1,683	\$1,717	\$1,751	\$5,151
<b>Local Revenues</b>				
<b>Local Transportation Funds</b>				
Transportation Sales Tax				\$0
Transit Fares	\$641	\$720	\$749	\$2,110
<b>Local Transportation Funds</b>				
Dedicated Traffic Fees/Revenues	\$9,096	\$18,488	\$14,037	\$41,621
Other (TDA)	\$6,368	\$7,855	\$8,562	\$22,785
<b>Total</b>	<b>\$103,211</b>	<b>\$96,796</b>	<b>\$89,522</b>	<b>\$289,529</b>

**NOTES**

1. Federal Land Highway program includes:

- Indian Reservation Roads
- NPS Parkways And Park Roads
- F&WS Refuge Roads
- Public Lands Highways

**2004/2005 HBRR Program**

**This report includes projects that may be programmed under the Local Bridge lump sum grouping.**

District	County	Implementing Agency	Br. No./ FSTIP Grouping	Project Description
02	Shasta	Redding	06C0001	BRIDGE NO. 06C0001, BENTON DR, OVER SACRAMENTO RIV, 0.6 MI SW SR 273 RVSDE DR. Rehabilitate bridge to preserve as pedestrian and bicycle route.
02	Shasta	Shasta County	06C0005	BRIDGE NO. 06C0005, SWEDE CREEK ROAD, OVER LITTLE COW CREEK, 0.5 MI S/E DESCHUTES RD. Replace one lane bridge with 2 lane bridge.
02	Shasta	Shasta County	06C0023	BRIDGE NO. 06C0023, EAST FORK RD OVER CLEAR CREEK, 100' E/O TRINITY MTN RD. Replace 1 lane brige with new 2 lane bridge on an improved alignment. Existing bridge to remain in use during construction until the new bridge is complete.
02	Shasta	Shasta County	06C0196	BRIDGE NO. 06C0196, SWEDE CR RD, OVER SWEDE CREEK, 1.6 MI N OLD 44 DR. Rehabilitate and widen one lane bridge to two lane bridge and improve approach roadway.
02	Shasta	Shasta County	06C0202	BRIDGE NO. 06C0202, IRR COVE ROAD, OVER HATCHET CREEK, 2.7 MI N OF S.R 299. Replace one lane bridge with 2 lane bridge.
02	Shasta	Shasta County	06C0221	BRIDGE NO. 06C0221, LONE TREE RD, OVER LONETREE CREEK, 0.4 MI E BALLS FERRY RD. Replace one lane bridge with two lane bridge.
02	Shasta	Shasta County	06C0222	BRIDGE NO. 06C0222, BLUE JAY LANE, OVER ANDERSON CREEK, 0.2 MI E BALLS FERRY ROAD. Replace one lane bridge with two lane bridge on new alignment.
02	Shasta	Shasta County	06C0223	BRIDGE NO. 06C0223, ZOGG MINE RD, OVER ZOGG CREEK, 4.0 MI N OF S FORK RD. Replace one lane bridge with two lane bridge.
02	Shasta	Shasta County	06C0238	BRIDGE NO. 06C0238, BUZZARD ROOST RD, OVER CEDAR CREEK, 150' S OF S.R. 299. Replace one lane Bailey bridge with two lane bridge.
02	Shasta	Shasta County	08C0020	BRIDGE NO. 08C0020, WILDCAT ROAD, OVER NORTH FORK BATTLE CREEK, TEHAMA/SHASTA CO LINE. Replace one lane Bailey bridge with 2 lane bridge.

Total for MPO/RTPA: Shasta County Regional Transportation Planning Agency						
(Programmed funds in \$1,000)						
Fund Type	Total	Prior	FFY 04/05	FFY 05/06	FFY 06/07	Beyond
Fed.	6,805	656	2,827	1,470	0	1,853
Match	1,701	164	707	367	0	463
Total	8,506					

Number of projects: 10

**2004/2005 HBRR Program**

**This report includes projects that should be line item projects in the FSTIP.**

Dist/ County/ Br. No./ FSTIP Grouping	Implementing Agency	Project Description	Fund Type	(Programmed funds in \$1,000)								
				Total	Prior	FFY 04/05	FFY 05/06	FFY 06/07	Beyond	PE	RW	CONST
02	Redding	BRIDGE NO.	HBRR	44,746	2,726	1,517	320	40,184	0	4,242	320	40,184
Shasta		06C0108 L &R, CYPRESS AVE,	Match	11,187	681	379	80	10,046	0	1,061	80	10,046
06C0108L		OVER SACRAMENTO RIVER. Replace both bridges. Corridor widening from 4 to 6 lanes.	Total	55,933								
BRLS-5068(001)				Programmed funds were increased by \$1,517 for FFY 04/05. Programmed funds were increased by \$320 for FFY 05/06. Programmed funds were increased by \$21,683 for FFY 06/07. RW phase was added.								

02	Shasta County	BRIDGE NO.	HBRR	9,952	800	304	0	8,848	0	800	304	8,848
Shasta		06C0008, AIRPORT RD, OVER	Match	2,488	200	76	0	2,212	0	200	76	2,212
06C0008		SACRAMENTO RIVER, 0.5 MI S CH CR RD DER RD. Replace 2 lane bridge with 4 lane bridge.	Total	12,440								
BRLS-5906(055)												

Total for MPO/RTPA: Shasta County Regional Transportation Planning Agency										
Fund Type	(Programmed funds in \$1,000)									
	Total	Prior	FFY 04/05	FFY 05/06	FFY 06/07	Beyond	PE	RW	CONST	
Fed.	54,698	3,526	1,821	320	49,032	0	5,042	624	49,032	
Match	13,675	881	455	80	12,258	0	1,261	156	12,258	
Total	68,373									
Number of projects: 2										

U.S. Department of Transportation  
Federal Highway Administration - California Division  
Damage Assessment Form (DAF) - Title 23

Report No.     KMS    -    05US    -    002    -    0      
Sheet No.     1     of     2      
Disaster No. \_\_\_\_\_  
No. \_\_\_\_\_

Applicant     Caltrans     County     Shasta     Inspection Date:     May 23 2005    

Location of Damage (Name of Road and Post Mile)  
    Shasta I-5 Postmile 28.14 (Pit River Bridge BR# 06-0021)      
Federal-Aid Highway?  
    \_\_\_     Yes (if no, ineligible for ER)  
Map No. \_\_\_\_\_  
State Highway on Forest Highway System?  
    \_\_\_     Yes (Possible ERFO)

Caltrans Maintenance EA \_\_\_\_\_ Special Designator \_\_\_\_\_

Road/Bridge Data Bridge No.     06-0021     Type     Steel Truss-PCC deck      
Traveled Way: Width     24' WB, 21' SB     Type \_\_\_\_\_  
Shoulder: Width     1.5     Type \_\_\_\_\_  
State/Local Route No.     CA/15    

Description of Damage:  
    The entire bridge deck has incipient structural failure and is in a severe state of deterioration. This deterioration has occurred much sooner than anticipated. Eight punch failures have occurred and 17 more potential punch failures were identified. Given the degree and distribution of distress SM&I recommend full deck replacement.      
AADT (Existing)     18800    

Roll #     Photos     Picture #1-4

**COST ESTIMATE**

E M E R G E N C Y	Type of Repair	Description of Work	Summary Cost
		<b>EMERGENCY OPENING (EO) TO DATE</b>	
	State Forces Local Forces Contract		
	<b>EMERGENCY OPENING (EO) WORK REMAINING</b>		

Subtotal Emergency Opening

	<b>PERMANENT RESTORATION (PR)</b> Recommended Method of Work:	1) Provide temporary full width scaffolding under the highway deck for the entire length of the bridge for the life of the re-deck, approximately two years. 2) Provide methacrylate under 1' foot head-by-tube application (2" holes on 2'x2' grid, 1.5" deep).	10,000,000
	State Forces Local Forces Contract <u>    XX    </u>		

**NOTE: PRIOR AUTHORIZATION (APPROVED FNM-76) IS REQUIRED TO PROCEED WITH PERMANENT RESTORATION** Subtotal Permanent Restoration     10,000,000    

<u>    EO    </u> Environmental Clearance: _____ Categorical Exclusion _____ Further Environmental Study _____ NOTE: Environmental clearance for permanent restoration is conducted through normal Federal-aid project procedures.	Preliminary Engineering (10% of PR) <u>    1,000,000    </u> Construction Engineering (15% of PR) ..... <u>    1,500,000    </u> Right-of-Way ..... <u>    \$    </u>
Stewardship: ___ Exempt (E)     ___ FHWA Oversight (N)	TOTAL ESTIMATED COST ..... <u>    12,500,000    </u> (EO+PR+PE+CE+R/W)

Recommendation: \_\_\_ Eligible     \_\_\_ Ineligible  
FHWA Engineer \_\_\_\_\_ Date \_\_\_\_\_  
Concurrence: \_\_\_ Yes     \_\_\_ No  
State Engineer     [Signature]     Date     6/28/05      
Concurrence: Yes     No  
Local Agency Engineer \_\_\_\_\_ Date \_\_\_\_\_

Sketches and/or Narrative

SM&I has completed there analysis of the findings of the special deck investigation on Br#06-0021, Pit River BOH, 02-Sha-05-R28.14. While the Bridge Inspection Report has not been finalized the findings are as follows.

- 1) In brief, the deck is in a state of widespread incipient structural failure. Local punch failures (holes) are occurring and can be expected to continue to occur at any time. The incidence of failures can be expected to increase over the course of the next several months, and significant increases can be expected over the coming winter season. Because of the critical nature of this structure to mobility and commerce in the Western United States, this condition is viewed as an emergency by SM&I.
- 2) Eight incipient deck punch failures were identified from the deck surface in the NB and SB truck lanes, and another 17 potential punch failures were identified from visual indications on the deck soffit. SMI recommends that the Bridge Crew form and repair these holes with full depth deck patches as soon as possible. Bob Miralles, Bridge Crew Supervisor, was notified of these locations, and plans to complete these repairs when the UBIT becomes available the week of 6/27.
- 3) Given the degree and distribution of distress and the fact that the bridge deck has been rehabilitated 3 times in the last 60 years, SMI has determined that full deck replacement is required to ensure full operational service with a high degree of certainty for any length of time. This work should be initiated as soon as possible, preferably within 12 months as a minimum. It is recommended that this project be given very high priority, and consideration may be given to a Directors Order for an emergency deck replacement project. The very preliminary estimates for this work are \$35-\$55 million.
- 4) In an attempt to prolong the service life of the existing deck until replacement can be completed, an interim emergency project to treat the deck with methacrylate resin utilizing a head pressure application method is recommended, This project should begin this summer or fall.
- 5) Until the interim methacrylate project is completed, it is recommended that local maintenance crews monitor the bridge deck daily, and be prepared to perform emergency local repairs as problems arise.
- 6) At this time, no operational restrictions are required. However, if localized failures escalate beyond the ability to manage them with conventional local repair methods, then operational restrictions including permanent lane closures, permanent speed reductions and/or permanent load restrictions may be required until the deck is replaced.

Miscellaneous FHWA Approvals

Reflects available information for contracts at the time of DAF preparation. A revised DAF is not required for changes – use normal Federal-aid procedures to adjust for changes with approval (per Stewardship) based on documented justification

**SCRTPA - Shasta County Regional Transportation Planning Agency**

(\$1,000s)

Revenue versus Programmed	2004/05	2005/06	2006/07	TOTAL
<b>State and Federal Revenues</b>				
STIP (Fund Estimate)				
Regional - RTIP	\$0	\$0	\$0	\$0
Regional - TE	\$0	\$0	\$0	\$0
Interregional - ITIP	\$0	\$0	\$0	\$0
Interregional - TE	\$0	\$0	\$0	\$0
SHOPP (Fund Estimate)	\$0	\$0	\$0	\$0
<b>Local Assistance (Fund Estimate)</b>				
CMAQ				
RSTP				
HBRR	\$0	\$0	\$0	\$0
HES/SR2S	\$0	\$0	\$0	\$0
<b>Other Federal Highway Funds</b>				
Federal Lands Highway Program	\$0	\$0	\$0	\$0
Bridge Discretionary Program				
NCPD Program/Borders/Corridors Program				
Recreational Trails Program				
TCSP				
Ferry Boat Discretionary				
National Scenic Byways				
High Priority/Demo Projects				
Emergency Relief Program	\$0	\$0	\$0	\$0
Other (Rail Crossings)				
<b>Federal Transit Funds</b>				
3037 - JARC				
5307 - Urbanized Area Formula	\$0	\$0	\$0	\$0
5308 - Clean Fuel				
5309(a) - Fixed Guideway				
5309(b) - New Starts				
5309(c) - Bus Allocation				
53010 - Elderly and Disabled	\$0	\$0	\$0	\$0
53011 - Nonurbanized Area Formula	\$0	\$0	\$0	\$0
<b>Non-Title 23/FTA Federal Funds (Describe)</b>				
<b>Other State Transportation Funds</b>				
TCRP	\$0	\$0	\$0	\$0
Other (RSTP Exchange)	\$1,683	\$1,548	\$1,751	\$4,982
<b>Local Revenues</b>				
<b>Local Transportation Funds</b>				
Transportation Sales Tax				
Transit Fares	\$641	\$720	\$749	\$2,110
<b>Local Transportation Funds</b>				
Dedicated Traffic Fees/Revenues	\$4,541	\$2,454	\$7,452	\$14,447
Other (TDA)	\$2,838	\$4,263	\$4,694	\$11,795

**NOTES**

1. Federal Land Highway program includes:

- Indian Reservation Roads
- NPS Parkways And Park Roads
- F&WS Refuge Roads
- Public Lands Highways
- Forest Highways
- PLH Discretionary

2. For additional information on this program, visit <http://www.fhwa.dot.gov/programadmin/covert21.htm>>

3. For additional information on this program, visit [http://www.fta.dot.gov/4187\\_ENG\\_HTML.htm](http://www.fta.dot.gov/4187_ENG_HTML.htm)

**SCRTPA - Shasta County Regional Transportation Planning Agency**

(\$1,000s)

<b>Programmed</b>	<b>2004/05</b>	<b>2005/06</b>	<b>2006/07</b>	<b>TOTAL</b>
<b>State and Federal Revenues</b>				
STIP (Fund Estimate)				
Regional - RTIP	\$525	\$7,449	\$1,658	\$9,632
Regional - TE	\$325	\$430	\$1,730	\$2,485
Interregional - ITIP		\$314		\$314
Interregional - TE		\$230		\$230
SHOPP (Fund Estimate)	\$95,288	\$35,572	\$18,020	\$148,880
<b>Local Assistance (Fund Estimate)</b>				
CMAQ				\$0
RSTP				\$0
HBRR	\$4,647	\$1,790	\$40,184	\$46,621
HES/SR2S	\$1,478	\$280		\$1,758
<b>Other Federal Highway Funds</b>				
Federal Lands Highway Program	\$5	\$5	\$5	\$15
Bridge Discretionary Program				\$0
NCPD Program/Borders/Corridors Program				\$0
Recreational Trails Program				\$0
TCSP				\$0
Ferry Boat Discretionary				\$0
National Scenic Byways				\$0
High Priority/Demo Projects				\$0
Emergency Relief Program	\$100	\$100	\$100	\$300
Other (Rail Crossings)	\$1,283			\$1,283
<b>Federal Transit Funds</b>				
3037 - JARC				\$0
5307 - Urbanized Area Formula	\$1,822	\$1,446	\$301	\$3,569
5308 - Clean Fuel				\$0
5309(a) - Fixed Guideway				\$0
5309(b) - New Starts				\$0
5309(c) - Bus Allocation				\$0
53010 - Elderly and Disabled	\$150		\$150	\$300
53011 - Nonurbanized Area Formula	\$100	\$100	\$100	\$300
<b>Non-Title 23/FTA Federal Funds (Describe)</b>				
				\$0
<b>Other State Transportation Funds</b>				
TCRP			\$2,175	\$2,175
Other (RSTP Exchange)		\$169		\$169
<b>Local Revenues</b>				
<b>Local Transportation Funds</b>				
Transportation Sales Tax				\$0
Transit Fares				\$0
<b>Local Transportation Funds</b>				
Dedicated Traffic Fees/Revenues	\$4,555	\$16,034	\$6,585	\$27,174
Other (TDA)	\$3,530	\$3,592	\$3,868	\$10,990
<b>Total</b>	<b>\$113,808</b>	<b>\$67,511</b>	<b>\$74,876</b>	<b>\$256,195</b>

**NOTES**

1. Federal Land Highway program includes:

- Indian Reservation Roads
- NPS Parkways And Park Roads
- F&WS Refuge Roads
- Public Lands Highways
- Forest Highways
- PLH Discretionary

2. For additional information on this program, visit <http://www.fhwa.dot.gov/programadmin/covert21.htm>>

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**SCRTPA - Shasta County Regional Transportation Planning Agency**

(\$1,000s)

<b>Revenue</b>	<b>2004/05</b>	<b>2005/06</b>	<b>2006/07</b>	<b>TOTAL</b>
<b>State and Federal Revenues</b>				
<b>STIP (Fund Estimate)</b>				
<b>Regional - RTIP</b>	\$525	\$7,449	\$1,658	\$9,632
<b>Regional - TE</b>	\$325	\$430	\$1,730	\$2,485
<b>Interregional - ITIP</b>		\$314		\$314
<b>Interregional - TE</b>		\$230		\$230
<b>SHOPP (Fund Estimate)</b>	\$95,288	\$35,572	\$18,020	\$148,880
<b>Local Assistance (Fund Estimate)</b>				
<b>CMAQ</b>				\$0
<b>RSTP</b>				\$0
<b>HBRR</b>	\$4,647	\$1,790	\$40,184	\$46,621
<b>HES/SR2S</b>	\$1,478	\$280		\$1,758
<b>Other Federal Highway Funds</b>				
Federal Lands Highway Program	\$5	\$5	\$5	\$15
Bridge Discretionary Program				\$0
NCPD Program/Borders/Corridors Program				\$0
Recreational Trails Program				\$0
TCSP				\$0
Ferry Boat Discretionary				\$0
National Scenic Byways				\$0
High Priority/Demo Projects				\$0
Emergency Relief Program	\$100	\$100	\$100	\$300
Other (Rail Crossings)	\$1,283			\$1,283
<b>Federal Transit Funds</b>				
3037 - JARC				\$0
5307 - Urbanized Area Formula	\$1,822	\$1,446	\$301	\$3,569
5308 - Clean Fuel				\$0
5309(a) - Fixed Guideway				\$0
5309(b) - New Starts				\$0
5309(c) - Bus Allocation				\$0
53010 - Elderly and Disabled	\$150		\$150	\$300
53011 - Nonurbanized Area Formula	\$100	\$100	\$100	\$300
<b>Non-Title 23/FTA Federal Funds (Describe)</b>				\$0
<b>Other State Transportation Funds</b>				
<b>TCRP</b>			\$2,175	\$2,175
<b>Other (RSTP Exchange)</b>	\$1,683	\$1,717	\$1,751	\$5,151
<b>Local Revenues</b>				
<b>Local Transportation Funds</b>				
Transportation Sales Tax				\$0
Transit Fares	\$641	\$720	\$749	\$2,110
<b>Local Transportation Funds</b>				
Dedicated Traffic Fees/Revenues	\$9,096	\$18,488	\$14,037	\$41,621
Other (TDA)	\$6,368	\$7,855	\$8,562	\$22,785
<b>Total</b>	<b>\$123,511</b>	<b>\$76,496</b>	<b>\$89,522</b>	<b>\$289,529</b>

**NOTES**

1. Federal Land Highway program includes:

- Indian Reservation Roads
- NPS Parkways And Park Roads
- F&WS Refuge Roads
- Public Lands Highways

**HIGHWAY BRIDGE REPLACEMENT AND REHABILITATION (HBRR) PROJECTS (\$1000's)**

**INDIVIDUAL LISTINGS**

PROJECT	Prior	FY 04-05	FY 05-06	FY 06-07	Beyond	Total
<b>Cypress</b>						
PE	\$ 2,726	\$ 1,516				\$ 4,242
ROW			\$ 320			\$ 320
Con				\$ 40,184		\$ 40,184
<b>Total</b>	<b>\$ 2,726</b>	<b>\$ 1,516</b>	<b>\$ 320</b>	<b>\$ 40,184</b>		<b>\$ 44,746</b>
<b>Airport Road</b>						
PE	\$ 800					\$ 800
ROW		\$ 304				\$ 304
Con					\$ 8,848	\$ 8,848
<b>Total</b>	<b>\$ 800</b>	<b>\$ 304</b>			<b>\$ 8,848</b>	<b>\$ 9,952</b>
<b>TOTAL INDIVIDUAL LISTINGS</b>	<b>\$ 3,526</b>	<b>\$ 1,820</b>		<b>\$ 40,184</b>	<b>\$ 8,848</b>	<b>\$ 54,698</b>
<b>LUMPS SUM PROJECTS</b>						
<b>East Fork</b>						
PE	\$ 80					\$ 80
ROW			\$ 12			\$ 12
Con			\$ 648			\$ 648
<b>Total</b>	<b>\$ 80</b>		<b>\$ 660</b>			<b>\$ 740</b>
<b>Cove Road</b>						
PE	\$ 96					\$ 96
ROW		\$ 22				\$ 22
Con		\$ 848				\$ 848
<b>Total</b>	<b>\$ 96</b>	<b>\$ 870</b>				<b>\$ 966</b>
<b>Blue Jay</b>						
PE	\$ 80					\$ 80
ROW		\$ 16				\$ 16
Con		\$ 560				\$ 560
<b>Total</b>	<b>\$ 80</b>	<b>\$ 576</b>				<b>\$ 656</b>
<b>Zogg Mine</b>						
PE	\$ 60					\$ 60
ROW						
Con			\$ 258			\$ 258
<b>Total</b>	<b>\$ 60</b>		<b>\$ 258</b>			<b>\$ 318</b>
<b>Wildcat</b>						
PE	\$ 100					\$ 100
ROW	\$ 12					\$ 12
Con		\$ 750				\$ 750
<b>Total</b>	<b>\$ 112</b>	<b>\$ 750</b>				<b>\$ 862</b>
<b>Buzzards Roost</b>						
PE	\$ 128					\$ 128
ROW		\$ 16				\$ 16
Con			\$ 500			\$ 500
<b>Total</b>	<b>\$ 128</b>	<b>\$ 16</b>	<b>\$ 500</b>			<b>\$ 644</b>
<b>Lone Tree</b>						
PE	\$ 80					\$ 80
ROW		\$ 19				\$ 19
Con		\$ 480				\$ 480
<b>Total</b>	<b>\$ 80</b>	<b>\$ 499</b>				<b>\$ 579</b>
<b>Swede Creek Road at Cow Creek</b>						
PE		\$ 32				\$ 32

ROW			\$ 28		\$ 28
Con				\$ 1,382	\$ 1,382
Total	\$ 32	\$ 28		\$ 1,382	\$ 1,442
<b>Swede Creek Road at Swede Cr.</b>					
PE	\$ 84				\$ 84
ROW		\$ 24			\$ 24
Con				\$ 470	\$ 470
Total	\$ 84	\$ 24		\$ 470	\$ 578
<b>Benton Rehab.</b>					
PE	\$ 20				\$ 20
ROW					
Con					
Total	\$ 20				\$ 20
<b>I-5 Bridge at Lake Shasta (Bridge Bay) Rehab.</b>					
PE					
ROW					
Con		\$ 20,300			\$ 20,300
Total		\$ 20,300			\$ 20,300
<b>I-5 Bridge at Lake Shasta (Antlers) Bridge Replacement</b>					
PE					
ROW					
Con				\$ 145,252	\$ 145,252
Total				\$ 145,252	\$ 145,252
<b>SR 89 at Lake Britton Bridge Replacement</b>					
PE					
ROW					
Con				\$ 92,956	\$ 92,956
Total				\$ 92,956	\$ 92,956
<b>TOTAL LUMP SUM</b>	<b>\$ 656</b>	<b>\$ 23,127</b>	<b>\$ 1,470</b>	<b>\$ 240,060</b>	<b>\$ 265,313</b>

**M e m o r a n d u m**

To : ROSS CHITTENDEN  
Program Manager  
Transportation Programming

Date: July 28, 2005

File: 02-Sha-5-PM R27.4/R29.0  
02-3C1400  
PPNO. 3252  
20.XX.201.110 Code  
2005/06 FY - Major

Attention Mike Callahan

From :   
SHIRLEY CHOATE  
Deputy District Director - Program Management  
District 2

Subject: Request for 2004 SHOPP Amendment

District 2 requests that the 2004 SHOPP be amended to include the following project on Interstate 5 near Shasta Lake City at the Pit River Bridge. We recommend programming the project in the 2005/06 fiscal year. The project is to repair the bridge deck.

**Description:** In Shasta County near Shasta Lake City from 0.4 KM South of Bridge Bay Overcrossing to 0.5 KM South of Turntable Bay Overcrossing.

**Type of Work:** Repair the bridge deck on the Pit River Bridge.

**Need for Project/Proposed Improvements:**

The Office of Structures Maintenance and Investigations (SM&I) completed a field investigation and analysis of the findings of the special deck investigation performed in June 2005 on the Pit River Bridge. This structure is shared with the Union Pacific Railroad (Interstate 5 is aligned over the railroad).

The entire bridge deck has incipient structural failure and is in a severe state of deterioration. This deterioration has occurred much sooner than anticipated. Eight punch failures have occurred and 17 more potential punch failures were identified. The incidence of failures can be expected to increase over the course of the next several months, and significant increases can be expected over the coming winter season. Because of the critical nature of this structure to mobility and commerce in the Western United States, SM&I consider this situation to be an emergency.

Operational restrictions are not required at this time. However, if localized failures escalate beyond the ability to manage them with local conventional repair methods, operational restrictions such as permanent lane closures, permanent speed reductions and possibly load restrictions may be required.

This project is an attempt to prolong the service life of the existing deck until replacement can be completed. This interim emergency project will place a protective structure between the highway and railroad and treat the deck with methacrylate resin.

**Status of Project:**

- A. The current construction cost estimate is \$20,000,000.
- B. The Damage Assessment Form (DAF) was approved on June 28, 2005.
- C. The PA&ED milestone is December 1, 2005. The anticipated environmental document will be a Categorical Exemption/Categorical Exclusion.
- D. The PS&E milestone is February 6, 2006.
- E. The Right of Way Certification milestone is April 6, 2006. There are no anticipated Right of Way costs.
- F. The Ready to List milestone is April 6, 2006.
- G. The Advertise milestone is April 10, 2006.
- H. The Award contract milestone is April 26, 2006.
- I. The project is eligible for Federal Aid. The project is located on the National Highway System. An FNM76 will be submitted prior to advertising.
- J. The project is to be amended into the 2004 SHOPP and programmed in the 2005/06 fiscal year.
- K. The Performance Measure is: 1 bridge rehabilitated.

If you have any questions or need additional information, please contact the Project Manager, Chris Harvey at Calnet 8-442-3101.

Attachment

KG

c: Rick Guevel, HQ's Proj. Mgmt.  
Bob Meints, HQ's Proj. Mgmt.  
Art Gregorio, HQ's Programming  
Kevin Wall, HQ's Prog. Advisor

Chris Harvey, D-2 - Proj. Mgr.  
Lance Brown, D-2 - Maint. Engineer  
Don Anderson - D-2 SHOPP Coordinator  
Kathy Garcee - D-2 Prog. Mgmt.

Applicant Caltrans County Shasta Inspection Date: May 23 2005

Location of Damage (Name of Road and Post Mile)  
Shasta I-5 Postmile 28.14 (Pit River Bridge BR# 06-0021)

Federal-Aid Highway?  
 Yes (if no, ineligible for ER)

Map No. \_\_\_\_\_  
State Highway on Forest Highway System?  
 Yes (Possible ERFO)

Caltrans Maintenance EA \_\_\_\_\_ Special Designator \_\_\_\_\_

Road/Bridge Data Bridge No. 06-0021 Type Steel Truss-PCC deck  
Traveled Way: Width 24' WB, 21' SB Type \_\_\_\_\_  
Shoulder: Width 1.5 Type \_\_\_\_\_

State/Local Route No. CA/15

Description of Damage:  
The entire bridge deck has incipient structural failure and is in a severe state of deterioration. This deterioration has occurred much sooner than anticipated. Eight punch failures have occurred and 17 more potential punch failures were identified. Given the degree and distribution of distress SM&I recommend full deck replacement.

AADT (Existing) 18800

Photos  
Roll # \_\_\_\_\_ Picture # 1-4

**COST ESTIMATE**

E M E R G E N C Y	Type of Repair	Description of Work	Summary Cost
		<b>EMERGENCY OPENING (EO) TO DATE</b>	
	State Forces Local Forces Contract		
	<b>EMERGENCY OPENING (EO) WORK REMAINING</b>		
<b>Subtotal Emergency Opening</b>			

<b>PERMANENT RESTORATION (PR)</b> Recommended Method of Work: State Forces Local Forces Contract <u>XX</u>	1) Provide temporary full width scaffolding under the highway deck for the entire length of the bridge for the life of the re-deck, approximately two years. 2) Provide methacrylate under 1' foot head-by- tube application (2" holes on 2'x2' grid, 1.5" deep).	10,000,000
--	--	------------

**NOTE: PRIOR AUTHORIZATION (APPROVED FNM-76) IS REQUIRED TO PROCEED WITH PERMANENT RESTORATION**

**Subtotal Permanent Restoration** 10,000,000

<b>Environmental Clearance:</b> <u>EO</u> Categorical Exclusion _____ Further Environmental Study _____	Preliminary Engineering (10% of PR) 1,000,000 Construction Engineering (15% of PR) ..... 1,500,000 Right-of-Way ..... \$
<b>Stewardship:</b> ____ Exempt (E) _____ FHWA Oversight (N)	<b>TOTAL ESTIMATED COST</b> ..... 12,500,000 (EO+PR+PE+CE+R/W)

Recommendation: \_\_\_\_\_ Eligible \_\_\_\_\_ Ineligible

Concurrence: \_\_\_\_\_ Yes \_\_\_\_\_ No

Concurrence: \_\_\_\_\_ Yes \_\_\_\_\_ No

FHWA Engineer \_\_\_\_\_ Date \_\_\_\_\_  
State Engineer *[Signature]* Date 6/29/05  
Local Agency Engineer \_\_\_\_\_ Date \_\_\_\_\_

**U.S. Department of Transportation  
Federal Highway Administration  
California Division  
Damage Assessment Form (DAF)  
Title 23, Federal-Aid Highways**

Report No. KMS-05US-002  
Sheet No. 2 of 2  
Applicant \_\_\_\_\_

**Sketches and/or Narrative**

SM&I has completed there analysis of the findings of the special deck investigation on Br#06-0021, Pit River BOH, 02-Sha-05-R28.14. While the Bridge Inspection Report has not been finalized the findings are as follows.

- 1) In brief, the deck is in a state of widespread incipient structural failure. Local punch failures (holes) are occurring and can be expected to continue to occur at any time. The incidence of failures can be expected to increase over the course of the next several months, and significant increases can be expected over the coming winter season. Because of the critical nature of this structure to mobility and commerce in the Western United States, this condition is viewed as an emergency by SM&I.
- 2) Eight incipient deck punch failures were identified from the deck surface in the NB and SB truck lanes, and another 17 potential punch failures were identified from visual indications on the deck soffit. SMI recommends that the Bridge Crew form and repair these holes with full depth deck patches as soon as possible. Bob Miralles, Bridge Crew Supervisor, was notified of these locations, and plans to complete these repairs when the UBIT becomes available the week of 6/27.
- 3) Given the degree and distribution of distress and the fact that the bridge deck has been rehabilitated 3 times in the last 60 years, SMI has determined that full deck replacement is required to ensure full operational service with a high degree of certainty for any length of time. This work should be initiated as soon as possible, preferably within 12 months as a minimum. It is recommended that this project be given very high priority, and consideration may be given to a Directors Order for an emergency deck replacement project. The very preliminary estimates for this work are \$35-\$55 million.
- 4) In an attempt to prolong the service life of the existing deck until replacement can be completed, an interim emergency project to treat the deck with methacrylate resin utilizing a head pressure application method is recommended, This project should begin this summer or fall.
- 5) Until the interim methacrylate project is completed, it is recommended that local maintenance crews monitor the bridge deck daily, and be prepared to perform emergency local repairs as problems arise.
- 6) At this time, no operational restrictions are required. However, if localized failures escalate beyond the ability to manage them with conventional local repair methods, then operational restrictions including permanent lane closures, permanent speed reductions and/or permanent load restrictions may be required until the deck is replaced.

**Miscellaneous FHWA Approvals**

Reflects available information for contracts at the time of DAF preparation. A revised DAF is not required for changes – use normal Federal-aid procedures to adjust for changes with approval (per Stewardship) based on documented justification

**PIT RIVER BRIDGE  
INTERIM EMERGENCY REPAIR  
SHA-5-R28.14  
02-3C1400**

The Office of Structures Maintenance and Investigations (SM&I) completed a field investigation and analysis of the findings of the special deck investigation performed in June 2005 Br#06-0021, Pit River BOH, 02-Sha-05-R28.14. This structure is shared with the Union Pacific Railroad; Interstate 5 is aligned over the railroad.

In brief, the deck is in a state of widespread incipient structural failure. Local punch failures (holes) are occurring and can be expected to continue to occur at any time. The incidence of failures can be expected to increase over the course of the next several months, and significant increases can be expected over the coming winter season. Because of the critical nature of this structure to mobility and commerce in the Western United States, the Office of Structures Maintenance and Investigations considers this situation to be an emergency.

At this time, no operational restrictions are required. However, if localized failures escalate beyond the ability to manage them with conventional local repair methods, then operational restrictions including, permanent lane closures permanent speed reductions and/or permanent load restrictions may be required.

This project is an attempt to prolong the service life of the existing deck until replacement can be completed, an interim emergency project to place a protective structure between the highway and railroad, treat the deck with methacrylate resin. This project should begin this summer or fall.